Manchester Transit Authority

ID Number: 1002 www.mtabus.org 110 Elm Street Manchester, NH 03101-2799

System Wide Information

Modal Information

Chief Executive Officer: Donald L. Clay,

Data Source: 2001 National Transit Database

7/19/2002 13:36

General Manager

(603)623-8801

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|--------------------------------------|----------------|-------------------------------------|-------------|--------------------|--|--|----------------------|
| General Information | | Financial Information | | | Characteristics | | Demand |
| | | | | | | Bus | Response |
| Urbanized Area (UZA) Statistics — 19 | 90 Census | Fare Revenues Earned | | | Operating Expense | \$2,063,220 | \$148,725 |
| Manchester. NH | | Directly Operated | | \$249,515 | Capital Funding | \$186,327 | \$0 |
| Square Miles | 47 | Purchased Transportation | | φ 2- 43,313 | Annual Passenger Miles | 530,110 | 41,160 |
| | | | | | | | |
| Population | 114,918 | Total Fare Revenues Earned | | \$249,515 | Annual Vehicle Revenue Miles | 473,171 | 32,419 |
| Population Ranking out of 405 UZAs | 199 | | | | Annual Unlinked Trips | 379,943 | 6,860 |
| | | Sources of Operating Funds Expended | | | Average Weekday Unlinked Trips | 1,360 | 25 |
| | | Passenger Fares | | \$249,515 | Annual Vehicle Revenue Hours | 38,471 | 2,998 |
| | | Local Funds | | 855,474 | Fixed Guideway Directional Route Miles | 0.0 | N/A |
| Service Area Statistics | | State Funds | | 6,672 | Vehicles Available for Maximum Service | 15 | 5 |
| Square Miles | 47 | Federal Assistance ¹ | | 835,564 | Average Fleet Age in Years | 9.2 | 3.8 |
| | 114,918 | Other Funds | | | Vehicles Operated in Maximum Service | 13 | 3 |
| Population | 114,910 | | | 114,720 | | | |
| | | Total Operating Funds Expended | | \$2,061,945 | Peak to Base Ratio | 1.1 | N/A |
| | | | | | Percent Spares | 15% | 67% |
| Service Consumption | | | | | Incidents | 2 | 0 |
| Annual Passenger Miles | 571,270 | Summary of Operating Expenses | | | Patron Fatalities | 0 | 0 |
| Annual Unlinked Trips | 386,803 | Salaries, Wages and Benefits | | \$1,661,880 | | | |
| Average Weekday Unlinked Trips | 1,385 | Materials and Supplies | | 338,246 | Performance Measures | | |
| Average Saturday Unlinked Trips | 672 | Purchased Transportation | | 0 | T CITOTITIATICE INCASATES | | |
| , , | | · | | | O-miles Efficiency | | |
| Average Sunday Unlinked Trips | 39 | Other Operating Expenses | | 211,819 | Service Efficiency | | |
| | | Total Operating Expenses | | \$2,211,945 | Operating Expense per Vehicle Revenue Mile | \$4.36 | \$4.59 |
| | | | | | Operating Expense per Vehicle Revenue Hour | \$53.63 | \$49.61 |
| Service Supplied | | Reconciling Cash Expenditures | | \$0 | | | |
| Annual Vehicle Revenue Miles | 505,590 | | | | Cost Effectiveness | | |
| Annual Vehicle Revenue Hours | 41,469 | Sources of Capital Funds Expended | | | Operating Expense per Passenger Mile | \$3.89 | \$3.61 |
| Vehicles Available for Maximum Servi | · · | Local Funds | | \$47,530 | Operating Expense per Unlinked Passenger Trip | \$5.43 | \$21.68 |
| Vehicles Operated in Maximum Service | | State Funds | | φ47,550 | Operating Expense per Onlinked Passenger Trip | φ5.45 | φ21.00 |
| | | | | - | 0 1 50 0 | | |
| Base Period Requirement | 12 | Federal Assistance ² | | 288,797 | Service Effectiveness | | |
| | | Total Capital Funds Expended | | \$336,327 | Unlinked Passenger Trips per Vehicle Revenue Mil | | 0.21 |
| | | | | | Unlinked Passenger Trips per Vehicle Revenue Ho | ur 9.88 | 2.29 |
| Vehicles Operated in Maximum | n Service | Uses of Capital Funds | | | | | |
| | | | | | Bus | | |
| Directly | Purchased | Rolling | Facilities | | Operating Expense per | Operating Expense per | Passenger Trips per |
| Operated | Transportation | Stock | and Other | Total | Vehicle Revenue Mile | Passenger Mile | Vehicle Revenue Mile |
| Bus 13 | 0 | Bus \$0 | \$186,327 | \$186,327 | 101101011010110011110 | | |
| Demand Response 3 | 0 | Demand Response 0 | 0 | 0 | \$5.00 | T | 1.40 |
| Total 16 | | Total \$0 | \$186,327 | \$186,327 | | | 1.20 |
| | • | | ¥.00,02. | ¥.00,02. | \$4.00 | | 1.00 |
| | | | | | \$3.00 | | 0.80 |
| | | | | | ¥***** | | |
| | | | | | \$2.00 | | 0.60 |
| | | | | | \$1.00 | / | 0.40 |
| | | | | | \$1.00 | | 0.20 |
| | | | | | \$0.00 | | 0.00 |
| | | | | | 97 98 99 00 01 | 97 98 99 00 01 | 97 98 99 00 01 |
| | | | | | | 07 00 00 00 01 | 01 00 00 00 01 |
| | | | | | Demand Response | | |
| Sources of Operating Funds | Expended | Sources of Capital Fund | ls Expended | | Operating Expense per | Operating Expense per | Passenger Trips per |
| | | | | | Vehicle Revenue Mile | Passenger Mile | Vehicle Revenue Mile |
| Local | | | | | | - | |
| 41% | | | Local | | \$5.00 \$6.00 | |).25 |
| | | | 14% | | | | • |
| | Othe | | | | \$4.00 | | 0.20 |
| | 6% | i cuciui | | | \$3.00 | | 0.15 |
| | | 86% | | | \$3.00 | | 0.15 |
| | Fare | es | | | ¢2 00 | Ŭ (| 0.10 |
| | 129 | | | | \$2.00 | | |
| | | | | | \$1.00 | | 0.05 |
| | | | | | \$0.00 | | 0.00 |
| Federal | | | | | 97 98 99 00 01 | 97 98 99 00 01 | 97 98 99 00 01 |
| 41% | | | | | 91 90 99 00 01 | 91 90 99 00 01 | 97 96 99 00 01 |

¹ Excludes Federal capital funds used to pay for operating expenses.

² Includes Federal capital funds used to pay for operating expenses.